

NAVY

RECRUITER

Magazine for Navy Recruiters

March 2006

**Special Warfare Coordinators
train at Coronado**

NAVY RECRUITER



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JR Motorsports flies with Angels



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Black Engineer of the Year Awards

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On front cover: EMCM (SS) David Harper (right) and EM2 (SW) Juan Arroyave scale a wall at the Naval Special Warfare Center’s obstacle course. Recruiters from across the country visited Coronado Feb. 28 to Mar. 2 for training emphasizing Navy SEAL candidates programs and training. Photo by JO3 Christopher Menzie.

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Recruiting skills to defeat terrorism

Shipmates,

Recruiting is the Navy. Our message is clear, concise and on target. We will meet our mission and we will recruit the skills vital to defeating terrorism for our active and reserve component. We will fulfill our requirements.

Now, with that said, the road ahead is not a short one, not without twists and turns and not without hills and valleys. The road ahead is filled with challenges. I fully expect each of you to continue doing what you do best ... recruit. I am confident in your abilities.

Communication is the key. In my recent articles, I have provided information critical to mission accomplishment and provided you with the tools necessary to meet and exceed each of your individual goals. You have continued to respond in a positive fashion by meeting our active duty enlisted new contract and accession goals for the 55th consecutive month at February's end. I salute each of you and urge you to persevere on our reserve mission.

Many of our teammates are serving as individual augmentees to the war on terrorism, or what our leadership now refers to as the Long War. I ask each of you to take a moment out of each day to remember each of our IAs. They are in harm's way every day in service to our Navy and country. Keep them in your hearts and prayers.

Our Recruiting Excellence Incentive Program (REIP) has changed, based upon specific recommendations from the field. There are eight specific changes that have been incorporated in the new CNRC INST 1430.6E. This instruction contains information that will improve your status and ultimately your career. Details are available on the intranet Quarterdeck.

I was extremely proud to see the Navy NASCAR team at the season opener of the NASCAR Busch

Series race in Daytona last month. We look forward to a super year building greater Navy awareness among influencers and others through our Busch series team with driver, Mark McFarland, and our team owner, Dale Earnhardt Jr., one of the most recognized names in NASCAR.

You really have to admire Dale Earnhardt Jr. He has been

voted NASCAR's most popular driver for the third straight year.

High-tech, high-speed NASCAR teams and the Navy have much in common. For example, Navy SEALs also operate as quick teams using high-tech, precision gear to gain a winning edge. Both are committed to excellence, robust training and teamwork for success.

Last month, I described for you a new initiative to create Navy Special Warfare/Navy Special Operations (NSW/NSO) coordinators who will help you find and screen candidates with a higher likelihood of passing the PST. In late February, I attended the first session of the NSW/NSO coordinator training in San Diego. It was impressive. Our coordinators saw first-hand what it takes to succeed in this very demanding training. I am very confident that this initiative will provide the impetus necessary to bolster our success in this area.

By the time you read this, our new SEAL commercial will have begun airing on national television. This is another investment to help you succeed in recruiting skills vital to defeating terrorism. We have an excellent article elsewhere in this magazine that provides details on the commercial.

These efforts are not about making goal, this is

all about fighting and winning the Long War. This fight starts with you, the Recruiters in the field, as you find and bring into the Navy the Sailors we must have with the mental and physical ability to fill our critical, hard-to-fill ratings in the active and reserve component.

Think "Serve and Re-serve." Keep charging.



*Rear Adm. Jeffrey L. Fowler
Commander, Navy Recruiting Command*



Photo by PH1(AW/SW) Forsmo

Rear Adm. Jeffrey Fowler and CNOCM (AW/SW) Evelyn Banks, take notes at the Senior Enlisted Training Symposium held Feb. 22 to 24 in Memphis, Tenn.



Senior Enlisted Training Symposium 2006

Leading, developing, supporting and communicating requires a commitment to the ongoing training of all personnel. With that focus CNRC's senior enlisted leaders from across the nation met February 20 to 24 in Memphis, Tenn., at CNRC's Senior Enlisted Training Symposium (SETS). Together with the finalists for CNRC's Sailor of the Year and other invited guests, the approximately 120 attendees were treated to three days of training on a wide range of issues.

This year's SETS marked the final gathering of CNRC in the present 31 District / 5 Region alignment. As of April 1, we transition to a 26 District alignment, followed by the consolidation of Region West / North and Region East / Central. Executing the NRD and Region alignment were one of the primary topics of this year's symposium.

Admiral Fowler, Commander Navy Recruiting Command, communicated his focus on recruiting the skills vital to defeating terrorism. The challenges in Reserve Affiliations, with emphasis on HM / IS / CB / MA and CTI ratings were reiterated to all in attendance. Early gains provided by the establishment of MPT&E and Accessions Command were briefed as well as other efforts to streamline both internal and external processes.

Dr. Samuel Betances led the scheduled guest speakers on SETS Day One, delivering training on Diversity. The

effort to improve representation of minorities and women in the Navy began with addressing the current status and the underlying factors affecting our ability to recruit in these vital market segments.

Ms. Nancy Lewis, a gifted speaker and the author of "Sister's Together," provided a motivational session with focus on the "new generation" and the adjusting focus of our nation's youth. Lewis artfully blended the personal motivation session with the curriculum presented during the morning's Diversity training.

Day two included briefs by MCPON Terry Scott on the State of the Navy and the increasing importance of joint operations. FORCM Dave Pennington, CNO Directed CMC for NAVRESFOR, shared specifics on the impact of reserve affiliation and the worldwide deployment of reserve forces.

Also on Day Two, Mrs. Doreen Scott, Navy Ombudsman-at-Large, Ms. Cathy Reynolds and Mr.

Brian Campbell of Navy OneSource spoke on the importance of family and the resources available for military and their dependants. MCPON (Retired) Walker and Mr. Pat McCarty, Pioneer Services provided sound financial information tying together personal financial responsibility with operational readiness. Mr. Joe Barnes, Fleet Reserve Association shared a few of the many ways that our Friends of the Navy continue to support the Navy and our nationwide recruiting efforts with support from local chapters.

On the final day Achieve Global representatives focused on developing the crucial interpersonal skills required for successful leaders with an emphasis on understanding how to communicate with the Millennial Generation.

After nearly three very solid days of training and development



*CNOCM(AW/SW) Evelyn Banks
CNO Directed
Command Master Chief*

of our senior leaders, Navy Recruiting Deputy Mr. Patrick Donahue closed the conference by recapping the priorities of Admiral Fowler and the challenges that lie ahead.

I extend my heartiest public "Thank you" to our speakers for the energy and content of their various topics. Feedback has been universally positive with many noting, "This was the best symposium I have ever attended."

To those in attendance, I want to thank you for embracing the three words I offered at the start of the SETS... **Respect** – the respect for differences among us and for capturing the best in all personnel; **Resourcefulness** – maximizing resources and maintaining the highest levels of accountability with all assets entrusted to our care; **Responsibility** – the challenge incumbent upon all present to execute the priorities of Navy Recruiting Command and communicate to all hands the vital duties of all in the Long War on Terrorism that lies before us.



Photo by PH1(AW/SW) Brian Forsmo

MCPON Terry Scott speaks on the State of the Navy during SETS Feb. 23. Also pictured is Joe Barnes, Fleet Reserve Association; Mrs. Doreen Scott, Ombudsman-at-Large; and CNOCM Banks.

NSW/NSO Coordinators train at Coronado

Story by JO1(SW) Jason Keith Pederson

NRD San Diego

Additional reporting by

JO3 Christopher Menzie

Naval Special Warfare Command

In today's post 9-11 world, government leaders are calling for an increase in special warfare manning to fulfill today's ever-changing military needs. But with special warfare programs such as the Navy SEALs in high demand, the Navy is taking a closer look at the way it recruits potential candidates for these programs.

"There is no more important mission for recruiters than the SEALs," said Rear Adm. Jeffrey L. Fowler, Commander of Navy Recruiting Command.

"We are not just targeting SEAL awareness, but also the SWCC (Special Warfare Combat Crew) and EOD (Explosive Ordnance Diver) programs," said ETCM(SEAL) Victor Licause. Licause is the new Navy Special Warfare/Naval Special Operations (NSW/NSO) liaison at CNRC whose primary job is to help educate recruiters about what it really takes to make it in the NSW/NSO

communities. "Recruiters just weren't aware of the details – especially the physical requirements – of becoming a SEAL or a member of SWCC or EOD."

In the past, a potential applicant interested in one of the NSW/NSO programs could take the SEAL Challenge Initial Fitness Assessment (or SWCC/EOD/Diver), pass it and take the PST up to their fifth week of boot camp. If they passed, they were allowed to continue initial pipeline training at Basic Underwater Demolition/ SEAL (BUD/S) training in Coronado, Calif. The attrition rate for this test at RTC is 60 to 70 percent. A huge amount of people expected to arrive at BUD/S never arrive.

To better prepare applicants for this test, each



Photo by JO3 Christopher Menzie

Recruiter, AW1 (SW/NAC) Micah Wood, climbs over the "bellybuster" beam at the Naval Special Warfare Center's obstacle course. Recruiters from across the country visited Coronado, Calif. Feb. 28 to Mar. 2 for training emphasizing Navy SEAL candidates programs and training.

district now has a NSW/NSO Program Manager whose sole purpose is to educate applicants on every detail about each special warfare or special operations program. These program managers gathered at the BUD/S training facility in Coronado, Calif., Feb. 28 to Mar. 2, where they participated in and learned to administer the PST, and attended

seminars and briefs about what each program has to offer so applicants can make informed decisions about which program they would like to join, if any.

"I want to do this together. Our department will do everything we can to make [program managers] successful," said Rear Adm. Joseph Maguire, Commander, Naval Special Warfare Command. "Not only does the United States Navy need this. I believe this with all my heart: the nation of the United States of America needs you to do this. To bring these people in to protect our nation."

"This program will allow recruiters to thoroughly educate our applicants," said NCC Walfrido Giovanetty, NRD San Diego NSW/NSO Program Manager. "They will know now what they can expect from the NSW/NSO courses, what their responsibility in each community will be and understand the physical challenges they have ahead of

See NSW/NSO page 7

"There is no more important mission for recruiters than the SEALs."

**- Rear Adm. Jeffrey L. Fowler,
Commander of Navy Recruiting Command**

Follow in the “Footprints” of the SEALs

Story by Jeffrey Nichols
CNRC

Navy Recruiting Command unveiled a new television commercial, “Footprints,” on Feb. 27. The commercial is designed to bolster Naval Special Warfare’s (NSW) and Naval Special Operations’ (NSO) recruiting.

The 2006 Department of Defense Quadrennial Defense Review directs the military services to increase Special Operations forces end-strength.

CNRC, working with Naval Special Warfare Command (NSWC), has launched several initiatives including stepped-up marketing efforts, all designed to bolster NSW/NSO recruiting.

The “Footprints” commercial was developed



The new Navy Recruiting SEAL commercial launched Feb. 27.

by CNRC and its advertising agency, Campbell-Ewald, to help build interest and awareness in the SEALs and all NSW/NSO programs. This will help in recruiting qualified NSW/NSO applicants and is a key to Navy success in recruiting skills vital to defeating terrorism and winning the Long War.

The commercial was designed to achieve a

“now you see them, now you don’t, or did I see anything” effect. The creative goal is to make the viewer think and see that it is not all about the action, but also stealth and mystery.

“If I was a parent looking at the other commercials about the SEALs, with all the hardware and shooting, I might be apt to look at it in a different way,” said Cornell Galloway, General Enlisted Program Advertising Manager, CNRC. “But with “Footprints,” the ocean and the waves, it sends a very strong but subtle message.”

The commercial will be airing on sports networks, late night television and in regular rotation along with commercials that are already running nationally.

The commercial is available to view on www.navy.com/seals.



Photo by NCC Jesse Pippin

CNO and MCPON visit NRD San Diego

Adm. Michael G. Mullen, Chief of Naval Operations, and Master Chief Petty Officer of the Navy, Terry D. Scott, visit with Sailors from NRS Clairemont in NRD San Diego Jan. 19. Left to Right: Scott, ICC(SW/AW) Alfred Grant, Mullen, EM2(SW) Jessica M. Sommersville and NC1 Tina K. Gordon.



Photo by JO3 Christopher Menzie

Recruiter, BMC(SW/AW/CM) Theo Chaney, grimaces during a physical training session at the Naval Special Warfare Center in Coronado, Calif., Mar. 2. Recruiters from across the country visited the center Feb. 28 to Mar. 2 for training emphasizing Navy SEAL candidates programs and training.

NSW/NSO continued

them. It's important they know what kind of commitment it takes to make it in the SEAL, SWCC, EOD or Diver community."

As NRD San Diego's NSW/NSO Program Manager, Giovanetty will not only be responsible for educating recruiters throughout the district on these programs, but for administering the PST to potential applicants.

"We will work very closely with these applicants preparing them for the PST," said Giovanetty. Applicants entering into one of the "Challenge" programs will be required to take

their PST 60 days into the Delayed Entry Program, and 45 and 10 days before leaving for basic training. If they fail any one test, they are removed from the program. "They can still volunteer to take the PST during their third week of boot camp, but they lose their guaranteed chance."

There is a lot to lose. As a further incentive, the Navy is offering up to \$40,000 to Sailors who finish initial training in these programs. In addition they can earn \$1,000 just for passing the PST during basic training and another \$2,500 for passing BUD/S.

"This isn't about selling the NSW/NSO programs or turning people into SEALs before they

finish basic training. That's what BUD/S is for," said Licause.

"Most people who volunteer to be a SEAL, SWCC, EOD or Diver already know they want to do it. This is about educating them on what it takes to prepare for the PST in basic training so they can make it at BUD/S," he added. "This is about setting our future Sailors up for success."

For more information on NSW/NSO programs, check out www.seal.navy.mil. To take the SEAL Challenge, call 1-888-USN-SEAL. This number puts callers in touch with Recruiting Directorate staff and trainees who can describe the experience and guide others on taking the SEAL Challenge.

Navy NASCAR 2006



Name: Mark McFarland
Date of Birth: February 1, 1978
Family: Parents - Robert and Donna McFarland
Hometown: Winchester, VA
Resides: Mooresville, NC
Marital Status: Single
Hobbies: Hunting, fishing, playing cards

Mark McFarland Driver Fast Facts

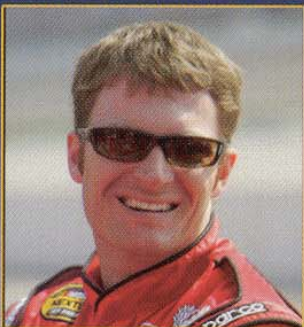
2005 Qualified 18th and finished 20th in Ford 300 season finale for the NASCAR Busch Series in the No. 88 NAVY Chevrolet. Competed full-time in the USAR Hooters Pro Cup Series for JR Motorsports, picking up one win, ten top-fives, 13 top-tens and a series-leading seven pole awards.

2004 Posted his best NASCAR Craftsman Truck Series finish of sixth at Mansfield Motorsports Speedway. Posted his best NASCAR Busch Series finish of 16th at Richmond International Raceway.

2003 Won the NASCAR Dodge® Weekly Racing Series National Championship with 29 late model stock wins.

2001 Became the driver with the most wins at Old Dominion Speedway with his 40th career win at the historic Manassas, Va. track.

1998 Made his NASCAR Busch Grand National debut at New Hampshire International Speedway and also competed in NASCAR Busch Series events at Nazareth Speedway, Richmond International Raceway and the Milwaukee Mile.



Dale Earnhardt Jr. Owner Facts

2006 JR Motorsports fields first full-time NASCAR Busch Series entry with the No. 88 NAVY Chevrolet.

2005 Fielded his first solely-owned NASCAR Busch Series entry when Mark McFarland competed in the Ford 300 season finale at Homestead-Miami Speedway in the No. 88 NAVY Chevrolet. JR Motorsports fields first full-time USAR Hooters Pro Cup entry, marking the first time it competed in a touring series. Mark McFarland captured JR Motorsports' first win in a touring series with his USAR Hooters Pro Cup victory at Southern National Speedway in Kenly, NC.

2004 Captured JR Motorsports' first late model stock car win at Motor Mile Speedway in Radford, Va.

2002 Along with friends built JR Motorsports' first race car from a 1978 Chevrolet Camaro to run in the street stock division at Concord Motorsports Park in Concord, NC. Captured JR Motorsports' first ever stock car victory with a street stock win at Concord Motorsports Park in Concord, NC.

February 18
Daytona



April 8, 2006
Fort Worth, TX



June 17, 2006
Sparta, KY



August 25, 2006
Bristol, TN



September 30, 2006
Kansas City, KS



LIFE AC

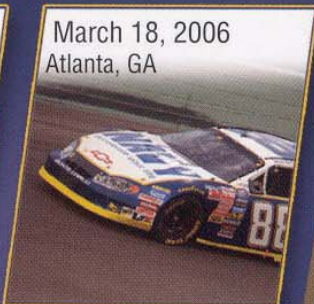
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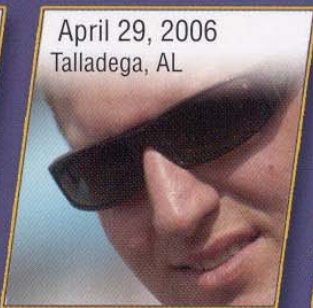
February 25, 2006
Fontana, CA



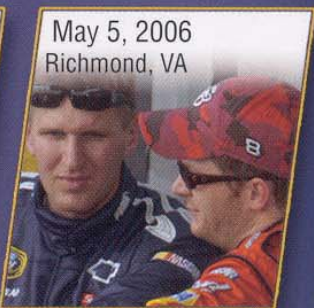
March 18, 2006
Atlanta, GA



April 29, 2006
Talladega, AL

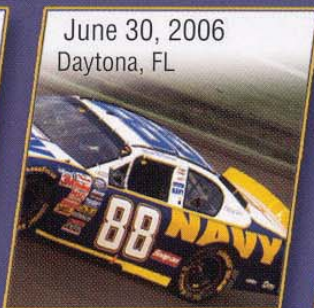


May 5, 2006
Richmond, VA



Log on jrmotorsport.com for more information and to order NAVY racing products.

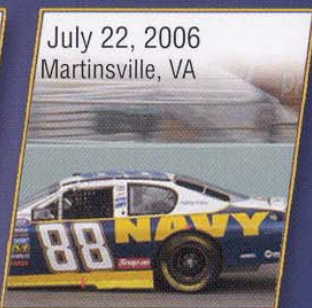
June 30, 2006
Daytona, FL



July 8, 2006
Chicago, IL



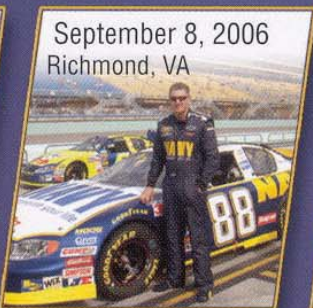
July 22, 2006
Martinsville, VA



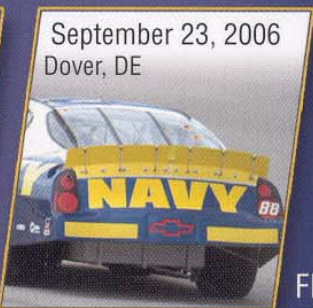
September 2, 2006
Fontana, CA



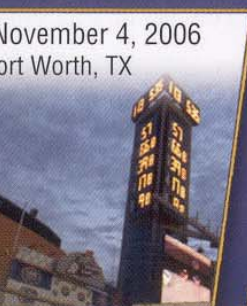
September 8, 2006
Richmond, VA



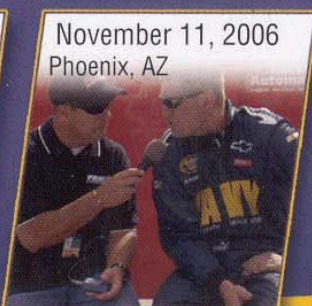
September 23, 2006
Dover, DE



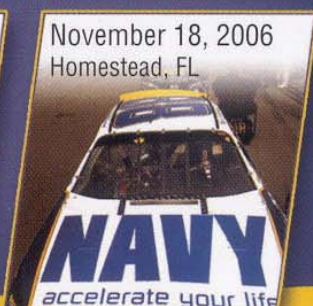
November 4, 2006
Fort Worth, TX



November 11, 2006
Phoenix, AZ



November 18, 2006
Homestead, FL



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Navy and NASCAR: A high-tech team

**Story by JO1 Sonja Chambers
CNRC**

Today's Navy is the most high-tech Navy in the world. Navy and Dale Earnhardt, Jr.'s JR Motorsports (JRM) have brought similar cultures of teamwork and high-tech excellence together in pursuit of NASCAR's 2006 Busch Series.

To get this partnership up and running takes a trained group of mechanics, engineers and information technology professionals very similar to a team of Navy Sailors that work to keep ships and aircraft running smoothly.

The scope of engineering and technology skills used for mission success by Navy and NASCAR spans nearly every high-tech discipline.

Mechanical engineering helps NASCAR engines achieve 700-plus horsepower at 9700 rpms for 500 miles. Micro-tolerances and near perfect metallurgy is achieved through sophisticated testing methods. These rigorous methods are similar to that used to produce reliability in high performance Navy aircraft, marine gas turbines and nuclear propulsion components.

In addition, aerospace engineering helps race cars and Navy aircraft achieve maximum performance through wind tunnel testing and computer-aided design. NASCAR rules require their cars to remain stock in appearance but advanced aerodynamics play a role in reducing wind drag and improving safety. High-speed airflow creates aerodynamic factors that JRM technicians and Navy Aviation

technicians must understand and harness for performance and safety advantage.

NASCAR engine builders, much like Navy propulsion and aircraft power plant engineers, test and analyze a variety of synthetic lubricating fluids that provide optimum performance. Custom formulations are being continually chemically-engineered to achieve reliability and speed gains under competitive conditions, and for the Navy, under combat conditions where losing is not an option.

Both Navy and JRM information technology professionals are the heart and soul of the operation. During a race, pit row computers help the JRM team make rapid operational decisions based on data such as tire wear, fuel loads, track conditions, weather and engine

sensors. Navy engineers and combat systems technicians use computer technology in a similar way to monitor critical system performance for battlespace dominance.

As the Navy and NASCAR team grows stronger, the Sailors and JRM technicians that make it work show that anything can be accomplished with pride, world-class training and teamwork.



Photo by PH2 Patricia R. Totemeier

AM1 Patrick Palma and U.S. Marine Sgt. Deo Harrypersaud, prepare JR Motorsports owner, Dale Earnhardt Jr., prior to a VIP flight with the U.S. Navy flight demonstration team "Blue Angels" on board Naval Air Facility El Centro, Feb. 27. McFarland, driver of the No. 88 U.S. Navy "Accelerate Your Life" Chevrolet Monte Carlo, also received a flight during the visit. The Navy and NASCAR have similar goals. Aerospace engineering helps race cars and Navy aircraft achieve maximum performance through wind tunnel testing and computer-aided design.



Photo by PH2 Patricia R. Totemeier

Navy driver, Mark McFarland, conducts an interview with local media after flying with the U.S. Navy flight demonstration team "Blue Angels" on board Naval Air Facility El Centro, Feb. 27. McFarland, is the driver of the Navy No. 88 "Accelerate Your Life" Chevrolet Monte Carlo. JR Motorsports owner Dale Earnhardt Jr., also received a VIP flight, and took time for an autograph session with Sailors and Marines on board the Air Facility.

Opportunity of a lifetime for Navy Motorsports Team

Story by David Hovis
JR Motorsports

Additional reporting by PHAN Joshua Martin
Fleet Public Affairs Center Pacific

Speed is nothing new to a driver in a top-tier NASCAR division. They routinely race at speeds three times the highway limit.

However Mark McFarland, driver of the No. 88

Navy Chevrolet in the NASCAR Busch Series and his team owner, Dale Earnhardt, Jr., have a new perspective on the word. The two flew with the Navy's Flight Demonstration Team, the Blue Angels, in El Centro, Calif., Feb. 27. There they were introduced to speeds in excess of mach 1.2, or 890 mph, and G-forces seven times that of their body weight.

"That was unbelievable, a once-in-a-lifetime opportunity," said McFarland. "I was a little nervous before I went up, but I am ready to go again. What a rush."

"That is the roller coaster that they can't build," said Earnhardt, Jr. "I thought we pulled a lot of G's at places like Bristol and Atlanta, but riding with these guys gives you a new perspective. This is a testament to the condition they are in."

Lt. Kevin Davis, Blue Angel No. 7, put the two through roughly an hour each of twists, turns and rolls over the mountains that border NAF El Centro, which is the winter home of the Blue Angels. Pensacola, Fla., the cradle of Naval Aviation, is their home during the "flight season." A "season" can be made up of 35 locations, the same as a NASCAR Busch season.

The similarities between the Blue Angels and the No. 88 Navy crew do not end there. Not only are the drivers and pilots mirror images of each other, the technical aspects of each team's crew are nearly in direct correlation.

"This event shows how the Navy's speed, agility and high-tech capabilities correlate with the NASCAR experience," said NCCS Jeff Priest, U.S. Navy Motorsports Program Manager. "It displays the teamwork and professionalism required in both NASCAR and Navy life."

A pilot selected to become a Blue Angel is generally regarded as one of the best pilots in the Navy. On any given Saturday, some of the best stock car drivers in the world will take the green flag in a Busch Series event.

The Blue Angels have their own crew in charge of upkeep and making sure each F/A 18 Hornet is performing at its optimal level. At takeoff there is a mobile "pit crew" that follows the group to the runway in case repairs need to be made in a hurry. A tire can be changed in three minutes on one of the F/A 18's, which when taken into scale is a pretty phenomenal feat. The Navy team provides McFarland with top-notch equipment to compete at the Busch level. Their pit crew routinely knocks off 15 second pit stops to gain McFarland valuable track position.

The Blue Angels are celebrating their 60th anniversary this year. By comparison, NASCAR is 58 years-old.

"The two are a natural fit," said Priest, in regards to NASCAR and the Navy. "We believe the average NASCAR fan can identify with what the Navy represents. In Mark and Dale, Jr. we have two guys who personify everything we are looking for in Sailors present and future."

New Navy working uniform and service uniform concepts approved

**Story by JOC Michael Foutch
Task Force Uniform**

Outfitting the Sailor of the future took another step forward when Chief of Naval Operations Adm. Mike Mullen approved plans for a single working uniform for all ranks and a year-round service uniform for E-6 and below Sailors.

Based on recommendations made during a comprehensive briefing by Task Force Uniform Feb. 24, Mullen agreed to production of both a BDU-style working uniform for all Sailors E-1 to O-10 and a more practical, year-round service uniform to withstand day-to-day classroom and office-like environments where the service uniform is

typically worn.

"These are good uniforms, designed to support the modern Sailor," said Mullen. "Durability, safety, ease of wear and cleaning were all factors that weighed heavily on my mind, as did, quite frankly, the survey data and the opinions of wear testers. This wasn't a popularity contest by any stretch, but we would have been foolish not to consider the opinions of the men and women who will wear these uniforms."

The BDU-style working uniform, designed to replace seven different styles of current working uniforms, is made of a near maintenance-free permanent press 50/50 nylon and cotton blend. Worn with a blue cotton t-shirt, it will include an eight-

point cover, a black web belt with closed buckle, and black smooth leather boots, with black suede no-shine boots for optional wear while assigned to non-shipboard commands.

"When I walk down the piers, I see a Sailor standing watch as a pier sentry in January and it's 30 degrees and freezing rain," Master Chief Petty Officer of the Navy (SS/AW) Terry Scott said. "You have to ask yourself, does the uniform that we currently issue protect us, and the answer is no."

To meet the all-weather requirement, the new working uniform will include several cold weather options, such as a unisex pullover sweater, a fleece jacket, and a parka. It will also be made in three variants, all in a multi-color digital print pattern: predominately blue, with some gray, for the majority of Sailors and shipboard use; and a woodland digital pattern and a desert digital pattern for Sailors serving in units requiring those types of uniforms.

"The intent of TFU always has been to give our Sailors a uniform in which they can work comfortably everyday and is more appropriate for the joint environment in which we operate," Scott said. "Even better, we've created a uniform that's also easier to maintain, is longer lasting, helps reduce the size of the sea bag, while at the same time recognizing the tradition and heritage of serving in the Navy."

The service uniform for E-6 and below is comprised of a short-sleeve khaki shirt for males and an over-blouse for females, made from a wash and wear 75/25 polyester and wool blend, with permanent military creases, black trousers for males with belt less slacks for females and optional belt less skirt, and a black



Two Sailors pose aboard USS Constitution wearing the blue digital patterned battle dress uniform concept. Chief of Naval Operations Adm. Mike Mullen approved plans for a single working uniform for all ranks, E-1 to O-10, based on recommendations made during a comprehensive briefing in Washington, D.C. by Task Force Uniform Feb. 24. The BDU-style working uniform, designed to replace seven different styles of current working uniforms, is made of a near maintenance-free permanent press 50/50 nylon and cotton blend.

Photo by JOC Michael Foutch

unisex garrison cap. Silver anodized-metal rank insignia will be worn on shirt/blouse collars and cap. The service uniform will also include a black relaxed-fit Eisenhower-style jacket with a knit stand-up collar and epaulets, on which petty officers will wear large, silver anodized-metal rank insignia. Those entitled to wear gold chevrons will continue to wear gold chevrons on the large metal rank insignia on the jacket.

"In our research, we found the group most dissatisfied with their present uniforms were E-6 and below," Scott said.

The manner of wear for both of these new uniforms remains under development by TFU and will not be effective until guidelines on prescribed wear are incorporated in the Navy Uniform Regulations.

"There are a lot of concerns about the manner of wear for the working and service uniforms that we need to address, so we have a smooth transition when the time comes," TFU Director CNO-Directed Command Master Chief Robert Carroll said.

The working uniform and service uniform are not expected to be available for purchase and wear until late fall of 2007, after which they will be introduced to Recruit Training Command and eventually distributed to the rest of the fleet. Details on when the uniforms will be available for purchase and wear at specific geographic locations will be released at a future date.

Until the new uniforms are available for wear, all existing uniform regulations will apply.

During the expected two-year transition period, Sailors will be required to maintain a complete inventory of sea bag items with each reflecting a professional appearance.

"We want our Sailors to keep a professional appearance," Carroll said. "We don't want people wearing



Photo by JO2 Brandon W. Schulze

YN1(AW) Erin Morgan stands at attention as she models the khaki option of the year-round concept service uniform for Sailors E-6 and below. Chief of Naval Operations Adm. Mike Mullen approved plans for a single working uniform for all ranks, E-1 to O-10, based on recommendations made during a comprehensive briefing in Washington, D.C. by Task Force Uniform Feb. 24.

worn-out uniforms because they're waiting for the new ones to hit the shelves."

Once the working and service uniforms are adopted, Sailors will receive a uniform maintenance allowance appropriate to support purchase and wear.

The announcement of the new uniforms, Carroll said, is the culmination of a three-year project that began

with the charter of Task Force Uniform to deliver a proposal to reflect the requirements of a 21st century Navy. An analysis of a fleet-wide survey conducted during the summer of 2003 led to the creation of concepts for working and service uniforms for a wear test and another fleet-wide survey last summer.

"I just can't say enough about how meticulous and thorough TFU Director Master Chief Rob Carroll and his team approached their work," stressed Mullen. "The process they established and maintained was rock solid — measured and analytical. They looked at hundreds of options, studied countless pattern and color designs, and fretted over every minor detail, from button style to stitching. I am enormously proud of their effort, and every Sailor can be, too."

The work of TFU will not stop. Next on the agenda is to evaluate additional uniform options, such as reviving the traditional Service Dress Khaki uniform for chiefs and officers, conducting research on the feasibility, cost and distribution of a service-wide physical training uniform, consider adoption of a ceremonial cutlass for chiefs, and investigate adopting a more practical service-wide, all-

weather coat that would provide a better military appearance.

"The bottom line for me in making these decisions," said the CNO, "is culture. Uniforms reflect our culture — who we are — what we stand for. I've said all along that no matter which way we go, I want Sailors to look like Sailors. I really believe these uniforms pass that test."



Photo by JOC(SW/AW) Monica Hallman

Admiral receives Career Achievement Award

Left: Rear Adm. Cecil Haney accepts the Black Engineer of the Year Award for Career Achievement in Government from Adm. Kirkland Donald, Director, Naval Nuclear Propulsion Program in Baltimore, Md., Feb. 18. Haney currently serves as the Deputy Chief of Staff for Plans, Policies and Requirements with the Pacific Fleet Command. He is also one of the "Centennial Seven," who are the seven African Americans who had served as a submarine commanding officer when the Navy celebrated the 100th anniversary of the submarine service in 2000.

Below: CNOCM(AW/SW) Evelyn Banks, CNRC's CNO Directed Command Master Chief and Captain Patricia Cole, Special Assistant to the Chief of Naval Operations for Equal Opportunity chat with Cynthia Miller-Wentt (CAPT, USN, RET) Chief, Recruitment and Staffing for the National Security Agency during the Black Engineer of the Year Award career fair in Baltimore, Md., Feb. 18. The three-day career fair is held in conjunction with the awards ceremony, and highlights employers in the Engineering field. Many high school and college students visited the fair to talk about career paths in the Engineering field. All five military services were represented, along with defense contractors such as Boeing, Lockheed Martin and General Dynamics, as well as commercial business such as Daimler-Chrysler. Two Department of the Navy members received awards for achievement in Government — Haney and Bettye Moody, a supervisory physicist at the Naval Air Warfare Center.



Photo by JOC(SW/AW) Monica Hallman

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Large Station NRS Smyrna NRD Atlanta	Large Station NRS South Corpus Christi NRD San Antonio	Large Station NRS Harlem NRD New York	Large Station NRS Stafford NRD Houston

Personal Achievements



Navy and Marine Corps Achievement Medal

NRD Los Angeles
CS2(SW) Jounie Angcao
YN2 Arnulfo Garcia
SK1(SW) Michael Jones



Navy and Marine Corps Commendation Medal

NRD Chicago
CTMC(SW/AW) Marielle Hagman

NRD Los Angeles
YNCS(SW/SCW) Katayna Moore
Lt. Sherri Rome

To have your award included, please fax your award citation (Navy and Marine Corps Achievement Medals and above) to (901) 874-9074, ATTN: JO1 Chambers.

Admiral's Five-Star Recruiters

NRD Buffalo MM2(SS) Serafin Mendez-Vasquez NRS Schenctady EM1(SW) Clark Gorsin NRS Albany NRD Chicago AT2 Alejandro Rodriguez NRS Aurora AT2(SW) Jose Lopez NRS Waukegan AM2(AW/SW) Arthur Miller NRS Hammond NCC Sebastian Alcazar NRS Waukesha SW2 Joseph Pennington NRS Rockford MA2 Stephen Graff NRS Waukegan NRD Dallas CTR2(SW/AW) Reginald Epps NRS Mesquite CE2(SCW) Kenneth Wright NRS Lawton NRD Houston AS1(AW/SW) Ruben Cruz NRS Baybrook CTT2(SS) Mark Svatek NRS College Station IC2 Jean Spruill NRS Bear Creek	NRD Jacksonville UT1 Todd Mowery NAR Jacksonville GSM1(SW) Robert Nunez NRS Kissimmee ET1(AW/SW) William Traylor NRS Altamonte Springs SK2 Rachel Vann NRS Mayport MM1 Jessie Wolford NRS West Orlando NRD Los Angeles AE1 Renar Awa NRS Guam NC1 UnyJohn Corpuz NRS Ventura EO2 Christopher Pope NRS Kaneohe NRD Michigan AE2(AW) Nathan Wyant NRS Grand Rapids NRD Nashville AE2(AW) Kristopher Greene NC2 James Christy NRD New England FC2(SW) William Kiker NRS Nashua FC2(SW) William Lawrence NRRS Springfield	FC2(SW) Mark Babcock NRS Barre NRD New York BM2(SW) Isaac Woolded NRS Brooklyn SH2(SW) Alex Poblete NRS Flushing NRD Ohio DC2(SW) Ivoe Nicholson NRS Lakewood HT1(SW/AW) Curt Lind NRS Boardman NRD Omaha CTO1 Jason Breaux NRS Bellevue NRD Philadelphia FC2 Stephen Matteson NRS Bel Air OS2(SW) Cravanta Johnson NRS Glen Burnie NRD Pittsburgh NC1 Lynn Wingo NRRS Johnstown FC2(SW) Joseph Grompone NRRS Lancaster CTA2 Kathleen Jonston NRS Williamsport	NRD Portland AME3 Daniel Burks NRS Boise NRD Richmond AS2 Willie Allen NRS Woodbridge YN2(SW) Craig Copeland NRS Suffolk EM1(SW) Gary Dodge NRRS Princess Anne OS1(SW) Jewand Graham NRS Chesapeake AM2(AW) Taradeen Hatchett NRD Portsmouth NRD San Antonio DCCS(SW) Seldon Gabbard NRS South Corpus Christi CS2(SW) Lucio Diaz NRS Ingram BMC(SW) Jose Govea NRS South Corpus Christi SK2 Jesus Rojasburciaga NRS El Paso West BM2(SW/AW) Estella Sepeda NRS Ingram NRD San Diego IT2 Charles Redden NRRS 32ND ST CS2(SW) Juan Meraz	NAR North Island AS2(AW) Melvin Rosario NRS Mira Mesa FC2(SW) Richard Mejos NRS Chula Vista SH2 Shawn Jorgensen NRRS El Cajon EM2 Jessica Sommerville NRS Clairemont NC2 Arthur Rin NRRS Chula Vista NRD San Francisco STG1(SW) Jeffrey Sabo NRS Carson City AM2(AW) Lee Ochoa NRS Visalia SK2(AW) Francisco Santos NRRS Lemoore NRD Seattle FC2(SW) Matthew Colebank NRS BILLINGS BM2(SW) Bo Miller NRS Tri-Cities NRD St Louis FC1(SW) Jared Jobbins NRS North Memphis BU2(SCW) Robert Parson NRS Fairview Heights AT2(AW) Huston Fields NRS Cape Girardeau
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